INFORMATION REPORT

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SOURCE

1. The planning and design office at the Shipbuilding VEB, which had headquarters at 129 Seelenbinderstrasse, Berlin-Koepenick, supervised the design office in Warnemuende, headed by Franz (fnu), Dipl. Ing., the crane building office in Warnemuende, headed by Stolzenberg (fnu), Dipl. Ing., the design office in Berlin-Karlshorst, the research and towing test office, headed by Eulitz (fnu), Dipl. Ing., and the design office in Wismar.[1] The Planning and Design Office was headed by Hoendorf (fnu) and included the marine engine section headed by Eng. Meise (fnu), the shipbuilding section headed by Maskow (fnu), a naval architect, the outfitting section headed by Tukner (fnu), the engine building section headed by Link (fnu), and the piping system section headed by Lohrengel (fnu). Other sections included the electrical section, the bookkeeping section, the standardization section, and the labor section.
Chief designer was Goeltsch (fnu).
Assistant for calculation work at the shipbuilding section was Regelin (fnu) and assistant for planning work was Kausch (fnu).

2. The 1953 production plan for the Planning and Design Office in Berlin included the following items:

Designation of Vessel	Ordered by	Project Office's Assignment
150-ton floating crane pontoon	U.S.S.R.	Project and design
50-ton floating crane pontoon	U.S.S.R.	Residual work
15-ton floating crane pontoon	U.S.S.R.	Alterations to design and construction
8-ton floating crane pontoon	U.S.S.R.	Project and design
400-ton floating dock	U.S.S.R.	Design for section building

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CLASSIFICATION SECRET

STATE	X	NAVY	X	NSRB		DIST	
ARMY	X	AIR	X	FBI			

Designation of Vessel	Ordered by	Project Office's Assignment
Salvage tug HECHT I	Sea police	Preliminary general and technical project
Diving tender	Sea police	Preliminary general and technical project
1200-hp seagoing tug and motor minesweeper	Sea police	Project and design
Harbor service pinnace	Sea police	Residual work
Hospital and repair ship	unidentified	project
Type-IIa freighter	Soviet Zone of Germany	Design further developed
Fish-processing ship	Soviet Zone of Germany	project
Hull of a four-masted sail schoolship	Soviet Zone of Germany	Design

3. The pontoon for the 150-ton floating crane, which was to have a length of 49.9 meters, a beam of 27.5 meters and a draught of about 2 meters, was designed to have salvage equipment including a roller fitted with two ropes, each 75 millimeters in diameter, and with a breaking strength of 75 tons in the square stern on the fantail and to stow a load of 250 tons on the fantail in the fore-and-aft line and a load of 125 tons on each side. The contract for the construction of the pontoon, which was to be built of sections of 31 elements, was given to the Dresden-Uebigau shipyard by Kleichert (SAG Transmasch.) Leipzig, as contracting firm. The sections could be shipped by rail as their dimensions complied with loading gauges of the railroad in East Germany. They were assembled for the functioning test into elements which formed the hull without being welded. Plans for the pontoon were completed in early January 1953, and the target date for the working drawings was 15 February 1953.[2]

4. The documents for the 15-ton pontoon crane which had been prepared at the Uebigau shipyard had to be redrafted by the Planning and Design Office in Berlin because of Soviet objections. The boiler system of the self-propelled pontoon which had two propellers was changed for oil fuel burning instead of coal burning, as had been planned.

5. The order for the 400-ton floating dock, which had a length of 41,06 meters, a total width of 20 meters, an interior width of 14 meters, a molded depth of 8.8 meters, a draught of 1,47 meters, and a displacement of 423.8 tons was placed by the Soviet Reparations Office for the USSR. The first two docks, which were scheduled to be built in Dresden-Uebigau, with the first dock to be completed by 31 July 1953, were scheduled to be shipped to the USSR by sea via Rostock. Six or seven other floating docks were planned to be shipped disassembled to the USSR by rail.[3]

6. Salvage tug HECHT I, which was designed for the Sea Police and was ordered by the Bevollmaechtigter fuer Wirtschaftsfragen (Commissioner for Economic Problems) (BFW), had an overall length of 43.5 meters, a length between

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perpendiculars of 37.36 meters, a molded beam on the waterline of 8.20 meters, depth to the main deck of 4.45 meters, a mean designed draught of 3.20 meters, a displacement of 532 tons in fresh water, two propellers driven by two eight-cylinder Buckau-Wolf-made 670/1,000 hp four-cycle diesel engines running at a rate of 250/375 rpm with a 2.72 : 1 reduction gear, three diesel generators each of 150 hp, a cruising speed of 12 knots and a towing speed of 6.5 knots, a cruising range of 2,250 sea miles and a fuel capacity of 60 tons for a ten-day cruise; a 25-man crew and an armament of two 12.8-mm caliber machine guns.

7. A minesweeping pinnace for the Sea Police was drafted on orders of the BfW office and orders for 18 vessels of this type were placed. They were to be built in groups of six by the Thaelmann shipyard in Brandenburg, the Yachtwerft in Berlin and the Peenewerft in Wolgast. They had an overall length of 27.55 meters, a length between perpendiculars of 25 meters, a maximum beam of 4.2 meters a molded depth of 2.2 meters, a designed draught of 1 meter, a displacement of 56.5 tons, and were powered by two 2 SC DV 224-type Buckau-Wolf Diesel engines, each of 150 hp, at 750 rpm giving a speed of 11 knots. The pinnaces had a 12-man crew and an armament of one 20-mm AA gun.[4]

25X1 1. [redacted] Comment. Another source stated that the Design Office in Karlshorst was dissolved on 8 January 1953.

25X1 2. [redacted] Comment. A report on the design for the pontoon for the 150-ton floating crane by Schiffbau VEB was previously submitted. See

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25X1 3. [redacted] Comment. This information confirms that the Dresden-Uebigau shipyard construction both pontoons for floating cranes, as had been believed, and floating docks. [redacted] 25X1

25X1 4. [redacted] Comment. Other information on the construction of minesweeping pinnaces was previously submitted.

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